

GRUMMAN plane news

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Skurla hits critics on Tomcat costs

Is the F-14 really too expensive as some Defense and Congressional critics claim?

At the recent Farnborough international air exhibit, Chairman and President George Skurla took those attacks head-on, calling the charges a bad rap against the plane and citing financial figures and the F-14's operational performance to prove his point.

Skurla told international press representatives at Farnborough that the Tomcat has a \$12.2 million fly-away price tag (not including Phoenix missiles), in Fiscal Year '76 compared to the F-15 Eagle, a supposedly lesser-cost plane, that is estimated to have a \$12.3 million fly-away cost. But evaluating a weapon system solely on cost can be misleading, he said, because a plane has to be gauged on what it can do in the operational environment. In other words, how battle-effective is it? That's the true test, he believes.

Ironically, it took the defection of a Soviet pilot in a MiG-25—while the exhibit at Farnborough was still in progress—to illustrate how much the Tomcat may really be worth.

It happened this way. While flying an advanced, high-altitude, Mach 3 MiG-25, the defecting Soviet pilot was picked up by ground radar as he approached the Japanese coastline. But as ground-radar control was attempting to vector two F-4s from the Japanese Air Self Defense Command to intercept the incoming aircraft, the Soviet plane suddenly disappeared from the radar screens. The F-4s, without the eyes of ground-based radar, could neither locate nor intercept the intruder. It was a moment of deep concern.

The pilot had only dropped to a lower altitude—below the sight-line

of the radar—to begin his approach to a small airport on the island of Hokkaido. Fortunately, it turned out to be a friendly visit.

But the incident did point up the Achilles heel of ground-based radar—high-speed, low-flying aircraft like the Soviet MiG-25 and Backfire bomber. And it was one that further highlighted Skurla's claim for the F-14 Tomcat—it is the only aircraft today capable of dealing with both the MiG-25 Foxbat and Tupolev Backfire and low-flying cruise missiles.

Skurla says that the two Grumman planes on display at Farnborough—the F-14 and E-2C Hawkeye—would have made such an intrusion impossible. He pointed out to his listeners that the high-flying E-2C airborne early warning aircraft can monitor three billion cubic miles of air space, detect low- and high-flying threats and track them automatically over land and over water, and act as a command and control center to vector interceptor aircraft. Combine the E-2C with the F-14 and you have an unbeatable air defensive team, he emphasized. With its unique AWG-9 Phoenix missile system, the F-14 can locate and track as many as 24 targets at one time and can knock down any six of them—at launch ranges up to 100 miles or more—with its multi-shot Phoenix missile system.

In a combat situation similar to the MiG intrusion of Japanese air space, says Skurla, the Tomcat's look-down, shoot-down capability makes it the only plane in the world capable of not only locating and tracking such a target, but destroying it as well if it proved threatening.

(Continued on page 3)



Tomcat time. Plane captain Frank Zahra signals to F-14 air crew during final preparation of Tomcat before one of the daily aerial demonstrations at the Farnborough exhibit. Pilot Lt. Rick Bradley and Lt. Gerry Hull, the weapon system operator, flew the F-14 through a series of low-altitude, low-speed maneuvers to illustrate the F-14's flying qualities and to demonstrate the operation of its swing-wing in flight.



Press report. 'Is the F-14 overpriced?' was the topic George Skurla opened up for questioning when he met with European business media representatives at Farnborough Air Show on Sept. 8. Other company officials participating with the Board Chairman of Grumman Aerospace in the briefing were Joe Gavin, Grumman Corporation President, and Pete Oram, Grumman International President. (Photos by Dick Sander)

people

When Hurricane Belle blew into town last month for a brief but devastating stay, there were a lot of people who considered the lady an unwelcome guest. Trees uprooted...power lines down. About the same time far out in the Pacific, a killer typhoon packing 180-mile-an-hour winds hit Guam, causing extensive damage to the island, and knocking out all communications in the process. Fortunately, the USS Peoria was in the area and crew members from the LST were able to go ashore and lend a hand.

Grummanites Charlie and Fay Condlin got a pleasant surprise recently when a note arrived from the skipper of the Peoria to tell them that their son Charlie, an electronic technician, was one of the sailors who helped get Guam back on its feet by restoring communications on the island. Bueno, Charlie.

New posts

Among those who recently received changes in assignments were: BETHPAGE OPERATIONS—Albert Flad, section head, Machining Operations Technical Services; Santo Licciardelli, supervisor, Assembly Operations; and Donald Martinolich, plant manager, all located in Plant 3; and in OPERATIONS QUALITY—Everett Bennett, deputy director of Quality Control; and William Crabill, dep-

uty director, Quality Control for Bethpage Responsibility Center, both located in Plant 35.

'Mr. Marine'

Don Brent, a Grumman field service supervisor at Cherry Point, NC, retired this summer after 35 years of service for the company—and the U.S. Marines. In his career Don has introduced Marine pilots to nine different Grumman types



Don Brent

of aircraft and worked through three wars, twice travelling with combat units. As a matter of fact, during his last assignment with the Cherry Point Air Station Don

earned the sobriquet "Mr. Marine."

Upon retirement he became an "Honorary Aviator," with a certificate presented by Major Gen. V. A. Armstrong at a luncheon given on his behalf. Later, during a special awards ceremony, Don was presented a letter and certificate of commendation from General Louis H. Wilson, Commandant of the Marine Corps, by Major Gen. R. H. Spanjer.

The letter lauded Don for "sustained and dedicated support of Marine Corp aviation over a period of 40 years ... a source of inspiration for two generations of Marine aviators."

Houston delegate

Elfriede Merten-Gaias of Flight Safety, Plant 7, served as Grumman delegate to the 31st Annual Convention of the National Secretaries Association (NSA) (International) held in Houston July 19-23. She also was NSA representative from the Twin Forks (Riverhead) Chapter. Over 1,600 secretaries from around the world attended the event.

Merten-Gaias reports that much emphasis was placed on the following topics: how to communicate professionalism to the local business community; promote management awareness by elevating the standards of the secretarial profession; better yourself through continuing education. As she puts it, don't be satisfied with being average, strive to be excellent. If you wish to join NSA, contact Merten-Gaias on Ext. (517) 7181.

calendar

AIAA: Wed., Oct. 20, 6:30 p.m., Holiday Manor, Bethpage; L.I. Section; dinner/speaker; guest: David Reynolds, British Airways—"Operational Aspects of the Concorde;" all welcome. Ed Walsche/Jean Pyzanowski, x7401.

Coin Club (Calverton): every Fri., 1st lunch period, instrumentation conference room, Pl. 6; guests welcome.

Duplicate Bridge Club: every Thurs., 6 p.m., Pl. 30 cafe; open competition; guests welcome. Sid Stone, x6483/Frank O'Lear, x7336.

Grumman Dance Club: every Thurs., 5-7 p.m., Pl. 28 auditorium; hustle, folk, & ballroom dance lessons; all welcome. Marvin Brown, x87307.

Grumman Family Campers: Fri., Sept. 24-26, Nassau Beach; by reservation only. Bob Manshart, x86967.

Grumman Model Railroad Society: every Wed., 5:30-9:30 p.m., Model RR Bldg. (at Pl. 3 rr crossing); regular meeting; guests welcome. Ray Muntz, x86101.

Grumman Toastmasters Club: Wed., Oct. 6, 5 p.m., Pl. 25 conference room 1C; local chapter; regular meeting; guests welcome. Tom Smith, x3533.

IEEE Reliability Section: Thurs., Oct. 7, tour 6:30 p.m. at U.S. Merchant Marine Academy; dinner/discussion 8 p.m. at Scotto's, 526 Middle Neck Rd., Great Neck (\$6.25); guest speaker: Dr. J. Riek, USMMA; all welcome. Hank Wolf, x2860/Joe Drvostep, 752-3530.

Karate Club: every Mon., Tues., Thurs., 5:30-7:00 p.m., Pl. 35 cafe; building character thru physical exercise & self-defense; Gru employees & families welcome. Hy Dreksler, x86812.

Society for the Advancement of Material & Process Engineering: Tues., Oct. 5, 5:30 p.m., Tudor Times, Jericho Tpke., Westbury; N.Y. Metropolitan Chapter; guest speaker: Charles King, NASA-Langley—"Viking Mars Orbiter & Lander;" guests welcome. Sonya Westerback, x2725.

Society of Logistics Engineers: Tues., Sept. 28, 5:45-9:00 p.m., Holiday Manor, Bethpage; L.I. Chapter No. 1, Dist. 10; guest speaker: Mike Pelehach, senior V.P. of GAC—"A Challenge to the Logistics System;" guests welcome; workshop prior to mtg. 5:00-5:45 p.m., Manor Room, Holiday Manor; "Preparing for the Certified Professional Logistian (CPL) Examination."

Society of Mfg'g. Engineers: Tues., Oct. 5, 7:30 p.m., Polytechnic Institute of N.Y., L.I. Center, Rte. 110, Farmingdale; local chapter; executive meeting. Bob Lamana, x3947.

Scholar deadline

The application deadline for next year's Grumman Scholarship competition is Monday, November 1, 1976. Sons or daughters of Grumman employees who are interested in a career in engineering or science and who will graduate from high school in June 1977 are eligible to compete for the four-year grants. (They are approximately \$2,500 per year tuition grant.)

Application forms and brochures on the Grumman scholarship program are now available at all Long Island high school guidance offices. Each year, a minimum of 10 grants are offered to young scholars in the Long Island community—three of which are designated for Grumman dependents. Last year, six out of the 12 scholarship winners were Grumman dependents.

If you are a Grumman employee living outside of the Long Island area and your child wishes to enter, contact the Scholarship office, Plant 28, 516-575-2682.



Achievement recognized. Reaching the 1,000 hour flight mark is no easy accomplishment, but Lt. Cdr. Bob Wittenberg, VA-196 squadron maintenance officer, recently did just that, piloting the A-6 Intruder to that goal earlier this year. During the USS Enterprises' last at-sea period, Grumman representative George Johnson (R) presented Bob a plaque noting the achievement.

GRUMMAN plane news

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Manager, Internal Communications

Brian Masterson

Associate Editors

Kathy Housley

Charles McGowan

Editorial Assistant

Laura Solla

Reporter

Craig Williams

Telephone

Plane News: 3293

Plane News from outside line: 516-575-3293

Skurla on F-14 costs ...

(Continued from page 1)

Skurla has been going on the offensive in recent months trying to convince both U.S. and foreign officials just how inexpensive the Tomcat and Hawkeye really are when they are measured against a combat scenario. As he sees it, they are both operational, have proven they are outstanding performers, and work even better as a tactical team.

Is anybody listening? Skurla thinks so. He believes that defense officials from this country and other nations are taking a closer look at

both the Tomcat and Hawkeye against such contenders as the F-15 and AWACS.

Price tags can be deceiving, Skurla says, and he thinks more and more people are beginning to agree with him.

"Equipped with the outstanding Phoenix missile capability, the F-14 is a total air superiority fighter. It's got more 'bang for the buck' than any other weapon system operational today...and in today's military and economic environment, that's really what it's all about."

USAF reviews F-14

The Grumman F-14 is a prime contender for selection as the next generation of U.S. Air Force interceptors. Besides the Tomcat, the McDonnell Douglas F-15 and the General Dynamics F-16 are presently being reviewed by the Department of Defense to determine which would be the most effective replacement for Aerospace Defense Command's (ADCOM) aging F-106 air-defense interceptor force.

Air Force plans call for the new

interceptor, designated Follow-on Interceptor (FOI), to begin initial operations in 1980. Complete transition to the approximately 200 FOI force would be accomplished by the mid-80's.

The main task of the FOI will be defending threatened areas around the world, in addition to defending the Continental United States against manned bombers and high speed, high altitude reconnaissance aircraft.

Of the three candidate aircraft, the F-14 is the only one designed as an interceptor. With its proven Phoenix AWG-9 track-while-scan weapon control system, the Tomcat is the only candidate equipped to combat high speed, high altitude airborne threats such as the Soviet's Backfire bomber and its air-to-surface missiles, says Jack Ingold of Customer Requirements.

Another benefit of the F-14 is its two-man crew — extremely valuable in the hostile electronic countermeasures environment. And, the Tomcat's two-way data link meets the ADCOM requirement for compatibility with Airborne Warning and Control Systems (AWACS).

The Air Force study was delivered to the Office of the Secretary of Defense on September 10. As reported in Aviation Week on August 23, the USAF tentatively plans to ask an initial \$10-million in FY '78 to begin work on the project and additional sums of \$60.5 million in FY '79, and \$350-million in FY '80. The final program value is expected to be worth (in real dollars) over \$4-billion.

Personal

We wish to thank all of our friends at Grumman for their thoughtfulness during our recent bereavement. Allan and Lucy Kemp.

The family of Frank Vernon would like to express our heartfelt thanks to all the employees of Grumman Aerospace Corporation for their kindness during our recent bereavement. Ann Vernon and sons.



Looking us over

Air Force Secretary Thomas Reed visited Calverton late last month to view F-14 Tomcat operations at the facility and review progress on the Air Force EF-111A tactical jamming system. Reed, who was accompanied on the Calverton tour by Chairman and President George Skurla (right), is shown (above) with Lt. Cdr. Jim Berry, Paul Merana, and Tom Gwynne during weapon system briefing in back-seat of F-14 and (below) with Bob Scholly, Tom Street, and George Skurla during inspection of electronic countermeasures digital display. Following the visit, Secretary Reed informed Skurla: 'The tour provided an excellent review of your operation and reflected the professionalism and enthusiasm of your staff.' (Photos by Gerry Costello)

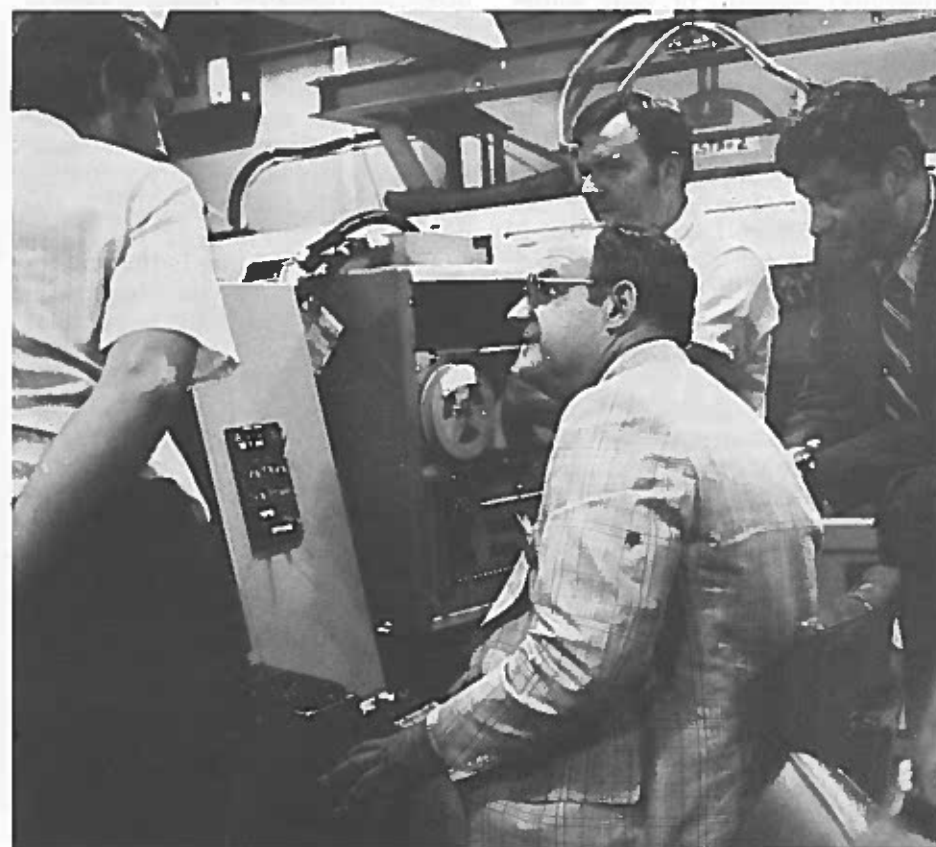


Await go-ahead on A-6E work

When PLANE NEWS went to press last week, President Gerald Ford had on his desk for signature a \$65.8-million defense appropriation for the production of six A-6Es in Fiscal Year 1977. A few weeks prior, members of the Joint Senate/House Armed Services Committee voted to include six A-6E Intruders in the defense appropriation bill for the fiscal year beginning in October '76.

One year ago, the end of the Intruder's production life seemed imminent. The FY '76 defense budget released last October contained long-lead funding for an expected procurement of 12 A-6Es for delivery in 1978. But, on December 2, 1975, the FY '77 budget then being formulated didn't include any funds for continued A-6E production.

In March of this year, the House Armed Services Subcommittee reinstated the 12 Intruders into the FY '77 budget. The following month though, the Senate subcommittee voted down the bill by a margin of five to three. The bill went before the Joint Senate/House Committee in June where, in a compromise action, they recommended that six A-6E aircraft be procured. The bill was approved September 1. Authorization from President Ford is anticipated shortly.



Ring in new phone system at Bethpage on Dec. 18

During an important business transaction, did you ever wish you could have a three-way telephone conversation? Or, perhaps, you needed information from another party to complete your business but there were no other lines available. Wouldn't it save time if you could put your caller on hold and get the info—all on the same phone line?

These seemingly futuristic telephone services are just some of the new features that will be available to Bethpage Grummanites as of December 18. In addition to offering such services as "consultation" hold, transfers without operator assistance, and conference calling, the new communication system will provide the fastest, most efficient and economical telephone system available today, says Al Zoitke, manager of Telephone Services for Grumman.

Over 9,800 phones in the Bethpage complex will be switched to the new system later this year. Both Calverton and Great River started using N.Y. Telephone's highly sophisticated electronic/computer service in 1975.

This new telephone network will continue to provide employees with

direct internal and external dialing. One of the most important advantages of this new system is that, in most cases, you will not need to go through the switchboard to make or transfer calls within or outside the company. According to Zoitke, each person will basically have his or her own phone number. Employees can transfer calls to another number if necessary and can answer an unattended phone if the need arises. Zoitke also says that there will be fewer telephone units with buttons required, but there will be more individual telephone lines.

"Busy conditions, which have plagued Grumman at some peak periods," states Zoitke, "will be a thing of the past because the new system will automatically seek out the least expensive, most expeditious calling route on all calls placed."

The new communication service will be introduced at all Bethpage facilities shortly. At the audio-visual training program to introduce the new system to Bethpage users, material will be available to send to regular contacts advising them of new telephone numbers. Further information will appear in the next issue of PLANE NEWS.



Demo time

Brig. General Ben Partin, Deputy Chief of Staff of the Air Force Aeronautical Systems Division, gets an assist from Maj. Jim Winzell (L) and Navy Lt. Cdr. Dee Burcham as he prepared for demonstration flight in Grumman EA-6B Prowler at Wright-Patterson AFB. At right, Maj. General George Sylvester, Deputy Commander of ADS, looks like he enjoyed his flight in the improved capability version of the Prowler during its stopover at Wright-Patterson on the way to the naval air station at Whidbey Island, WA. Below, Lt. Col. Jim Myers, Air Force electronic warfare officer, views a simulated jamming mission as Bob Schaefer, EF-111 human factors manager, points out key items. Joint AF/Grumman study allowed EWOs to evaluate EF-111A display in operation prior to aircraft flight test.



Insurance provides hedge against rising dental costs

Novocaine or not, dental work can hurt...all the way down to the innermost recesses of your wallet. According to Department of Labor Statistics, dental expenses have increased over 75 percent in the last decade. But Grumman's dental Insurance Plan, in effect for almost two years now, has been a big step towards "painless" dentistry, according to Eileen Lane of the Insurance Department. She suggests that you should get in touch with Insurance before you go to the dentist because there have been some changes in the plan and it is important to make out your claim properly to assure coverage under the plan.

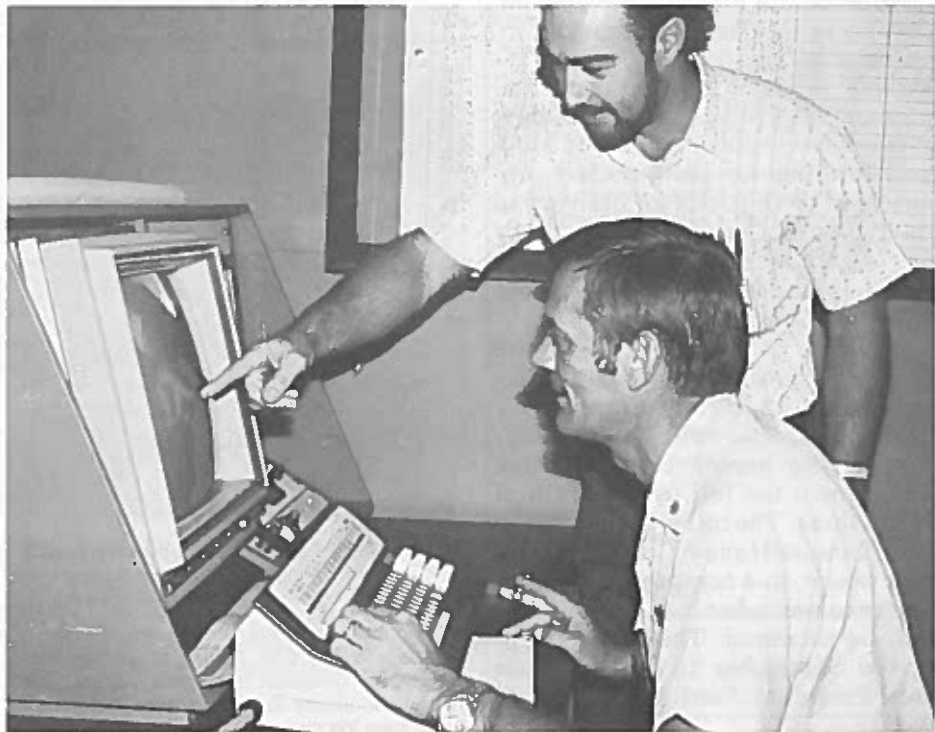
A recent change for the better, according to Lane, involves filing for coverage for work for impacted teeth or periodontal surgery. Previously, patients had to file a dental claim along with a major medical form to secure full coverage. Now it is only necessary to present the dentist with one form—the dental form—for full coverage.

Payments under the plan, however, do not start until the family member requesting coverage satis-

fies the annual deductible amount of \$40. She says that many times there is confusion because people forget that only covered dental allowances can be applied to the deductible requirement. For example, if the dentist charges \$18 for a filling and the Grumman dental insurance schedule allows only \$10, then \$10, not \$18, can be applied to the deductible amount.

An annual cleaning is the one instance that is not subject to the deductible requirement. It is paid for immediately under the dental plan up to a cost of \$12.

The Dental Insurance Plan was designed specifically to assist Grumman families in meeting the costs of normal and necessary dental care. It eases the financial pain that goes with extractions, root canal work, cutting procedures, and fillings. So if you have any questions about the status of payments on your dental bills, about whether your deductible has been satisfied, or about coverage, Eileen Lane says give her a call on Ext. 3044. Dental claim forms are available at Employee Service offices or at the Insurance office in Plant 28.



Bond winners take no vacation on cost-saving ideas

The hot winds of August were cooled for 135 Grummanites who won over \$19,000 in U.S. Savings Bonds last month for their Project Sterling suggestions. Four captured over 25 percent of the total award.

Lead winner and leadman Moses Ebron Jr. earned \$1,750 for coming up with a method for sealing engine-inlet ducts to make engine and wheel-well compartments more water-tight.

As a first time winner, he intends to bank his award against any future family needs. And speaking of the future he says, "I'm glad to be able to save money for the company. The way things are today, it might help to keep everybody working a little longer."

Although Jim Strassburger of Grumman's West Coast office in El Segundo, California, is far from Bethpage, he wasn't far off the mark from copping the top Bond award. He received \$1,700. He proposed that the optical standards for the windshields and canopies on the F-14 were excessive and should be relaxed. So Jim wrote new specifications capable of meeting optical criteria that were acceptable. His ideas will not only be used for the F-14 but on all future aircraft specs as well.

Jim says there won't be any trouble about what to do with the award. Even though it will be saved now, he says, he's sure his wife Faye will find a use for it when their 25th wedding anniversary comes up next June.

After collecting five Project Sterling certificates, Charlie Griffaton of the E-2C lab, Plant 14, connected for a \$1,200 award. Very surprised at coming into such a windfall, he says it happened because he was anxious to repair connector units as soon as possible for aircraft radar systems. Charlie suggested repairing one type of black box with on-hand technical know-how.

Previously cables and black boxes needing repair were returned to

vendors. The cycle took more than six months and cost over \$5,400. Now the work is accomplished within a week at a saving of over 75 percent.

Also involved with black boxes and connectors for an August award is Lou Sales, project manufacturing manager for the EA-6B. His suggestion was worth \$1,000 in U.S. Savings Bonds. He designed a reinforced cap to slip over a pin connector to prevent cracking when a printed circuit card assembly was inserted.

Lou explained that when a circuit card was inserted, it would put pressure on the outside walls of the unit and bow them out. Altogether there are nearly 500 connectors in EA-6B ground support test equipment. First year savings of more than \$140,000 are expected.

Lou, who has already collected \$2,500 for other ideas, says he is going to bank his most recent earnings for the college education of his children, Rosemarie and Stephen, still in high school.

Other award winners are:

\$600—Veronica Clark, Matl. Shortage Cntl., Pl. 21.

\$575—Anthony Casano, Elect. Install., Pl. 6; Henry Myslborski, Avionics Dev., Pl. 7.

\$550—Jesse Regensburg/Stephen Waters, both of Hydraulics, Pl. 1; Robert Bishop/Stephen Oliveri, both of Fluids, Pl. 6; and Ralph Cirone/Edwin Reid, Structures, Pl. 7.

\$400—George Selph/Lerel Fredrick/Roy Applegate/Joseph Infuso, all of Sub-Assy., Pl. 77.

\$350—Jerry Stencel, Final Assy., Pl. 1; Benjamin Galper, Insp-Mech., Pl. 2; and Bert Nessel/Stanley Musinski, both of EP Circ. & Mod. Fab., Pl. 43.

\$300—Robert Falkowski, Final Assy./William Zangler, Sub-Assy. Maj., both of Pl. 5.

\$275—John Szymanski, Plaster/Plastic Tool, Pl. 11.

\$250—Eugene Iacona, Fuse Fwd. Sub. & Maj., Pl. 1; and Albert Lenahan, Support Equip. Prod./David Haynes (now deceased), Pl. 5.

\$200—John Barry, F-14 Assy., Pl. 1; Arthur Ginnever/John Chacalos, both of Steel Pts. Assy., Pl. 2; Gerald Fenton/Edward Lawlor, both of F-14 Assy.; Dominick Davi, Structures; Edward Harris, Mfg. Insp. Elect.; and



Looking good. Jim Strassburger (standing) of Grumman's West Coast office and Harold Clair of Swedlow Inc. visually inspect F-14 side panels to check optical quality.

William Mytko/John Transue, both of Ordnance, all of Pl. 6; Joseph Mallins, Mfg. Insp. Elect.; John Kelly, Flt. Avionics, both of Pl. 7; and Henry Peters, Invent. Plng. & Analy., Pl. 30.

\$175—Raymond Hoene, Prod. Rel. & Analy.; Joseph DeFilippis, GSE Mech., both of Pl. 2; Ray Wroblewski, Mach. Shop, Pl. 3; and Robert Burns, Fluids, Pl. 6.

\$150—Richard Smith/Bruno Reciputi, both of PPO—F-14/Henry Huttenlocher, Stabil. & Cntl. Equip., all of Pl. 1; Patrick Jennings, Structures, and Henry Taylor, Meas. Std. Lab., both of Pl. 6.

\$125—John Morgan, Fuselage Joining, Pl. 1; Steven Search, Wing Sub-Assy., Pl. 3; Robert Bidonde, Struct. Engg.; John Darden, Elect. Install., both of Pl. 6; Anthony Lombardi, EP Circ. & Mod. Fab., Pl. 43; Terrance O'Rourke, Mach. Shop., Pl. 56.

\$100—Harvey Glick, Environ. Cntl. Des.; Eldredge McCready/Adrian Hersey, Fuselage Assy., all of Pl. 1; Anthony Libasci, Elect. Pkg.; Peter Giannotti, Det. Mgmt., both of Pl. 2; Richard Longwell/Michael Montagano/Dallas Frazier/Conrad Fant, all of Maj. Assy.; Ted Flynn, Insp-Mech.; Gerald Paolillo, Mach. Ops-Tech. Serv.; George Sheredos, Chem. Engg. & Proc. Std.; Vincent DiNardo (now retired), Tech. Serv., all of Pl. 3; John O'Shaughnessy, Static Test, Pl. 5; and all in Pl. 6; Roy Lawlor/Philip Gribbins, both of Tool Fab. Weld. Shop; Joseph Nicolini, Qual.

Cntl.; Stephen Oliveri/Robert Bishop, both of Hyd. Dept.; Norace Sacher, Mfg. Insp. Elect./Robert Bishop, Fluids, Edward Miluk/Rocco Lomurro, both of Meas. Std. Lab.; Joseph Parisi/James Suchocki/James Atkins/Fred Reynolds, all two-time winners of Support Dept; Roland Donath, Plastic/Plaster Tool, Pl. 11; Tom Gianakas, ILS Oper./Joseph Lutz, GSE Proto-Plng., both of Pl. 15; Salvatore Cappiello, Invent. Plng. & Analy.; Craig Frank, Purchasing, both of Pl. 30; Joseph Parisi/Gilbert Parachini, both of ILS Comp. Sys., Pl. 35; Walter Klimpel/Stanley Holub, both of Maint., Pl. 36; and Charles Harman, OKT, Mach. Shop, Pl. 56.

\$75—Joseph Cavalluzzi, Sub-Assy. Maj., Pl. 5; Joseph Consavage, two-time winner, of Elect. Install., Pl. 6; Irving Barnowsky, M.S. Lab., Pl. 12; Frank Gorman/Paul Wagner/William O'Keefe (co-op student), all of Elect. Test., Pl. 14; Vincent Frazzitta, Sub-Assy., Pl. 27; David Sobel/Robert Sullivan, both of Elect. Liaison Engg., Pl. 43; Selig Cedar, Repair Cntl., Pl. 44; and Michael Tama, Facil. Maint., Pl. 56.

\$50—Sam Longo, Insp. Final Assy.; Charles Tilley, Specs.; Bernard Wachtel, PPO—F-14; and Harold Osswald, Hydraulics, all of Pl. 1; Stefan Grzechowiak, Router and Shear; William Caniano, Dets. and Subs. Fab., both of Pl. 2; Raymond Winslow, Mech. Oper. Tech. Serv.; Bernard Natale, Alodine, both of Pl. 3; Robert Knecht, Conf. Data. Mgmt., Pl. 5; John Ryan, Meas. Std. Lab.; C.E. Burdon, Elect. Install.; John Adrion, Structures, all of Pl. 6.

obituaries

GUY E. KIRSCHBERG of Form Block, Plant 2, died August 25 at the age of 20. He started work with Grumman in 1974 and resided at 8 Walnut Place, Lindenhurst.

GEORGE TOWNSEND JR. of Conventional Machines, Pl. 3, died September 8 at the age of 53. He worked at Grumman for 14 years and lived at 310 Clifford St., N. Bellmore.

OWEN V. MANSFIELD of Elect. Sub-Assy., Plant 77, died September 9 at the age of 61. He worked for Grumman since 1969 and lived at 1591 S.W. Egret Way, Stuart, Fla.

EDWARD L. ORTMANN of Conventional Machines, Plant 3, died September 12 at the age of 60. He started work with Grumman in 1974 and lived at 32 Cambridge Dr., Massapequa.



Mo Ebron



Lou Sales



Charlie Griffaton



J. Lengyel



S. Doris



H. Albers



T. Clary Jr.



A.J. Kraujalis



F.A. Torrey Jr.



J.P. Hennessey



T.W. Greiner



H.J. Fernandez



H. Woerlein



T. Morris



F.J. Hofer



E.J. Balfe



E.M. Cox Jr.



A.A. McCune



C.E. Green



J. Flori



R.J. Lindstrom



J. Verity



J. Kubik



J.J. Jace



S. Bentzen



J.P. Thomsom Jr.



P.J. Saukas



L.M. Tucciarone



B.L. Frey



E.W. Ackerman



A.A. Fabiano



J.J. Glozek



G.F. Mason



W.I. Hess



R.L. Brandt



A.J. DeLucia

service milestones

35

John J. Lata, Sub-Assy. Maj. (1)
 John Campbell, Mfg. Proposal Mgmt. (2)
 Edward J. Nosewicz, Templates (2)
 Nicholas Bilogan, Jig Det. & Sub-Assy. (2)
 Fred H. Meiners Jr., Tool Control (2)
 Fritz Bauer, Static Test (5)
 John B. Leonard, Guid. & Cntl. Sys. Inte. (5)
 Nicholas F. Simone, Trans-Ops. (7)
 Warren J. Kenny, Prop. & Spec. Progs. (7)
 George H. Campbell, Hydraulics (14)
 Elbert W. Matthews, Offsite Control (21)
 Hubert Sheridan, Production Supervision (27)
 Angelo Galgano, Tool Maint. & Repair (36)
 Richard N. Bennett, F-111 Prog. Manage. (51)
 John R. Thuren, Power Plant (77)
 Edward J. Vana, Engineering (88)

30

Chester P. Vitek, Small Pts. Fab. (2)
 Daniel S. Lynch, Bus. Dev. Mgmt/Stf. (5)
 Victor J. Echausse, Prod. Deputy & Sta. Foreman (6)
 Charles E. Kroupa, Ops. Mgmt. & Stf. (6)
 Stefan Sekelsky, Plexiglass (27)
 Albert Guerrero, Upholstery (36)
 George Berezna, Ctr-Sect. Maj. & Subs. (43)
 Albert J. Beauregard, Mgt. Function (60)
 Harry S. Hansen Jr., Des. Engg. Proj. Engg. (72)
 Peter N. Layton, Engg. Mgrs. (87)

25

Joseph Lengyel, Final Assy. (1)
 Stanley Doris, Press (2)
 Herbert Albers, Spotweld (2)
 Frank DeGiacomo, Pride Line (2)
 Thomas Clary Jr., Pride Line (2)
 Alphonse J. Kraujalis, Controls (2)
 Frederick A. Torrey Jr., Controls (2)
 Jodie P. Hennessey, Tanks & Ducts (2)
 Thomas W. Greiner, Tanks & Ducts (2)
 Henry J. Fernandez, Hydraulics (2)
 Hubert Woerlein, Propulsion Test (2)
 Thaddeus Morris, Prod. Rel. & Analy. (2)
 Fred J. Hofer, Templates (2)
 Eugene J. Balfe, Tool Control (2)
 Eddie M. Cox Jr., Cutter Grinder (2)

Alfred A. McCune, Equip. Tech. & Fasting Sys. (2)
 Charles E. Green, Trans-Ops. (2)
 John Flori, Maint-Rearrangement (2)
 Richard J. Lindstrom, Food Serv. (2)
 Christopher G. Poulakis, Router & Shear (3)
 John Verity, Honeycomb Prep. (3)
 Joseph Kubik, Honeycomb Prep. (3)
 John J. Jace, Honeycomb Bonding (3)
 Stanley Bentsen, Methods Engg. (3)
 Joseph P. Thomson Jr., Static Test (5)
 Peter J. Saukas, Support Equip. Prod. (5)
 Louis M. Tucciarone, Invent. Cntl. (5)
 Beatrice L. Frey, Food Serv. (r)
 William Solton, Fluids (6)
 Edwin W. Ackerman, Flight Avionics (8)
 Albert A. Fabiano, Tech. req. (15)
 John J. Glozek, Drafting (15)
 Gerald F. Mason, Central Shipping (17)
 Walter I. Hess, Central Shipping Pkg. (17)
 Robert L. Brandt, Central Shipping Pkg. (17)
 Anthony J. DeLucia, Trans-Ops. (20)
 John V. Reinhart, Trans-Ops. (20)
 Donald F. Mayer, Config. Data Mgmt. (25)
 John Aprea, Material Shortage Cntl. (30)
 Peter M. Cameron, Tech. Req. (30)
 James H. Smith, Tech. Req. (30)
 Sadie Amico, Food Serv. (30)
 Harold Phillips, Program Estim./Pric. (34)
 Robert N. James, Dist. Serv. (40)
 Henry Dreyer, Engg. Resources (40)
 Stanley F. Johnson Jr., Elect. Wire Prep. (44)
 Leonard T. Bascone, Receiving Insp. (44)

When August anniversary photos were taken, Charles Waldeck and Robert Fortin were on vacation. Now they are back to work, starting their 26th year at Grumman. Charlie works in B/P Warehouse, Plant 17, and Bob is from Plant 1 Final Assembly. Happy 25th fellas!

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John Crawford, Fuselage Assy. (1)
 Robert E. Metz, Fuse Fwd. Sub. & Maj. (1)
 Rudolph A. Dauber, Tool Maint. & Repair (1)
 Nicholas Soley Jr., Crew/Equip. Integration (1)
 Charles Thiele Jr., Press (2)
 Paul A. Walters, Hydraulics (2)
 Marvin E. Small, Hydraulics (2)
 Joseph Oliva, Form Block (2)
 Max W. Traut, Equip. Tech. & Fasting Sys. (2)
 Charles Schroeder, Maint-Rearrangement (2)
 Harold F. Haslach, Insp-Mech. (2)
 Arthur G. Eberhard, Conv. Mach. (3)
 Michael Bartkow, Engraving (3)
 Ernest L. Valentine, Chem. Mill (3)
 Vernon J. Turple, Wing Sub-Assy. (3)
 Joseph A. Cavola, Honeycomb Final (3)

Gerard F. Peithman, Corp. Instr. Grd Test (5)
 Herman Heissenbuttel, Training & Dev. (6)
 Walter Gatz, Structures (6)
 Theodore J. Meyer, Structures (6)
 Frank R. Paino, Prod. Mgmt. & Stf. (6)
 Robert Santiago, Prod. Mgmt. & Stf. (6)
 Frederick J. Glueckert, Plant Stores (6)
 William H. Arns Jr., Struct. Sys. Prod. Support (6)
 Oscar J. Chliviny, Sub-Assy. (27)
 Vera E. Lanzer, Materials Acct. (30)
 Robert J. Caire, Program Estim./Pric. (30)
 William K. Greathouse, Propulsion Stf. (35)
 Bernard Zapotowski, Dynamics (35)
 Justine D. Cermignani, Antennas & Radomes (35)
 Benjamin Czikiz, Repro Serv. (40)
 Eugene J. Kagiwada, Structural Des. (40)
 Peter J. Buddine, Mass. Prop. Consol. & Cntl. (40)
 Gerald Solarski, Circuit Analy. (43)
 Raymond A. Fisher, Requirements Plngg. (43)
 James E. Lindsay, Flight Line (60)
 James J. Brady, Tech. Ops. (77)
 Francis McQuade, GSFC Mgmt. & Stf. (84)
 James R. Golden, Mfg. Insp. Mech. (6)
 William H. Maken Jr., Rec. Insp. Hydrofuel Test Lab. (6)
 Oliver Tergersen Jr., Airport Ops. (7)
 Eugene H. Bailey, Elect. Test (8)
 William A. Terrell Jr., Maint-Rearrange. (12) (12)
 Peter E. Ohlsen, Environ. Dynamic Test (14)
 Albert Prestinari, Equip. Lines (15)
 Malcolm D. Flack, Elect. Des. (15)
 Dorothy M. Little, ILS Secretarial Serv. (25)
 Herbert Baker, Research (26)
 Gerard L. Verhayden Jr., Plexiglass (27)
 Roy W. Dobbins, Sub-Assy. (27)

15

Thomas O. White, Program Mgt. (1)
 Jeffrey Lee, Mfg. Tech. Prod. Serv. (2)
 George G. Bott, Mfg. Engg. Mgt/Stf. (2)
 Agnes J. Purcell, Food Serv. Acct. (2)
 Anthony Impicciche, Conv. Mach. (3)
 Ralph W. Schenck, Sys. Test/Flt. Integ. (4)
 Peter C. Foster, Production Supervision (4)
 Rohald E. Feddersen, Air Breathing Prop. (4)
 Carl E. Lassig, Presentation Serv. (5)
 William J. Eager III, Ops. Mgt/Stf. (5)
 Francis X. Crane, Customer Req. (5)
 Charles E. Hocker, ILS Tech. Writing (6)
 Michael A. LaFountain, ILS Tech. Serv. (7)
 Richard V. McClain, Flt. Avionics (8)
 Alfred G. Rapp, Ops. Software Dev. (14)
 Charles A. Abner Jr., ILS Sys. Implemen. (15)
 Arthur Hohenberger Jr., Trans-Ops. (20)
 Simone A. Lippolis, Trans-Ops. (20)
 William R. Hughes, Tech. Req. (25)
 Thomas F. Brunner, Finance Depart. (30)
 Anthony M. Stauber, ILS Pubs. Cntl. (34)
 Frank Gil, ILS Tech. Illus. (34)
 John C. Kretzing, Elect. Countermeasure (35)
 Wallace A. Haeberle, ILS Field Serv. Mgt. (35)
 Richard F. Jokinen, A/C Sys. Serv. (35)
 Annunzio C. Sterrantino, ILS Prog. Mgt. (40)
 William H. Grube, Des. Engg./Proj. Engg. (40)
 Hans A. Grabbe, Tool Shop (77)
 Ronald L. Grippo, ILS Site Mgt. (80)



D.F. Mayer



J. Aprea



P.M. Cameron



J.H. Smith



S. Amico



H. Phillips



R.N. James



H. Dreyer



S.F. Johnson Jr.



L.T. Bascone



R.H. Fortin



C.H. Waldeck



Bonus crop. A considerable portion of the Grumman Garden Forum's last show looked as delicious as it was pretty. Here at the winner's table is ES director Charles Fuschillo holding the Best of Show trophy for presentation. First place winners are (L to R) Helen Chlanda, Karl Hagen, George Rath, R. Amendola, and Joseph Gregg. (Photo by Marie Trimbom)

Harvest awards for summer efforts

What does a 120 pound pumpkin and a fragile rose have in common? Perhaps not much on most days, but on September 15 both were first place winners in the Grumman Garden Forum Dahlia, Fruit, Vegetable, and Seasonal Material Show held in the Plant 5 cafeteria. The flora of the season were all competing for the judges attention whether they were edible, beautiful, or both. A squadron of stalwart dahlias stood as the color(ful) guard to a platoon of boastful red apples and tomatoes, while a battalion of peppers, squash, beets, carrots and a complement of other fruits, vegetables, and flowers all lined up for inspection. The three enormous pumpkins, however, just sat in chairs or on the floor, grateful that Halloween (and Jack O'lantern season) was still over a month away.

The show manager was George

Rath, the assistant managers were Jane Gerrity and Mike Gabriel. The winners were:

Dahlia - 1st, 2nd, 3rd, and Honorable Mention, Karl Hagen; Dahlia assortment - 1st and 2nd, Karl Hagen; 3rd and HM, Ed Ellison; Seasonal assortment - 1st, Joe Gregg; 2nd, Frank Sadowski; 3rd, Mike Smith; HM, Frank Sadowski; Seasonal material - 1st, Pete Haring; 2nd and 3rd, Frank Sadowski; HM, Mel Brown; Novice - 2nd, David Ruppel; HM, James To-man; Arrangements - 1st and 2nd, George Rath; 3rd, Dot Kappenburg; HM, George Rath; Fruits - 1st, Helen Chlanda; 2nd and 3rd, Charles Chlanda; HM, Helen Chlanda; Vegetables - 1st, R. Amendola; 2nd, Dick Brummer; 3rd, Ham Le Porte; Pumpkins - 1st, R. Amendola; 2nd, Mal Ketcham; 3rd, Joe Gregg.

Begin accepting entries for Hobby show Oct. 11

From old WWII newsreels to the satellite TV telecasts of the lunar exploration to the recent international air show in Farnborough, England, audiences around the world have viewed the handiwork of Grumman's talented and gifted workforce.

Each year at the GAA Hobby Show, employees show that their avocations are just as praiseworthy and diversified as their vocations. This year's showcase of Grummanites' off-hour pursuits will be held in the Plant 28 auditorium from October 14 through 17. The exhibit will be open to all Grumman employees, families and friends during the following hours: Thursday, Oct. 14: 4 to 6:30 p.m.; Friday, Oct. 15: noon to 1:30 p.m. and 4 to 6:30 p.m.; Saturday and Sunday, Oct. 16-17: noon to 4 p.m.

Entries will be accepted in the Plant 28 auditorium on Monday through Wednesday, October 11-12-13 from noon to 1 p.m., and from 4 to 6 p.m. If you work at Calverton, call Sal Cardaro, Ext. 6559, or if you are a hobbyist from Great River, contact Charles Greco, Ext. 7757.

According to Chet Baumgartner of GAA, Grumman employees and retirees may enter two projects in a category, and a maximum of six for the entire exhibit.

Only one award may be won in

the same category. The following categories are slated for inclusion in the 1976 Hobby Show:

Ceramics; Collection—coin; Collection—stamps; Collection—miscellaneous; Crocheting; Embroidery; General; Knitting; Leather work; Metal work; Models—misc. kits; Model planes—flying, scale; Model planes—flying, non-scale, original design; Model planes—nonflying, scale; Model railroads; Needlework; Sewing; Ship models—kits; Ship models—original design; Ship models—scale; Woodcarving; Woodwork.

Academic reminder

After-hours students are reminded that Grumman Tuition Reimbursement Program application forms must be filed with the Tuition Reimbursement Office within 30 days of the school's last day of registration.

Application forms and general rules are now available in all Employee Services and Field Base Administration offices. Contact the Tuition Reimbursement Office, Dept. 327, Plant 39, Ext. 3385, if you have any questions.

scorecard

When the Woodpeckers took on the Druids in a Tuesday after-hours softball game, the setting sun was perfectly aligned with the pitches thrown to homeplate. Unfortunately for the Druid batters, rival pitcher Sal Barcia took full advantage of the situation.

After four innings, 12 men had stepped into the batter's box—and all were retired. The 13th batter was just as unlucky even though he lined a single to left-centerfield. The next batter grounded into a double play.

Sal kept on pitching. After six innings, 18 men had batted and 18 outs were registered. In the following Druid offensive, the top of the batting order was called out at first...the next man finally reached first safely, only to be forced out at second...the final out was soon recorded.

Sal's pitching achievement amounted to 21 outs with only 22 Druids at the plate—and no one getting past first base. For slow-pitch softball, that's a rarity.

Sal's fellow Woodpeckers had little problem with the sun's rays. They scored 16 runs.

Fall line-up

The days of twi-light golf and softball are just about over for this year. If you've been contemplating how to spend those wintry evenings, here're a few suggestions:

BASKETBALL—Practice begins Tuesday, October 5, at Kramer Lane School, Bethpage for the GAA basketball intra-mural league. Informal games will also be played on Monday, October 18, at Charles Campagne School, Bethpage. The gyms will be open both evenings from 5:30 to 8:30 p.m. League action kicks off on November 15. If you wish to enter a team, or join a squad, contact Mike Cherry, Ext. 2133 or 2269.

CYCLING—There are still plenty

of days left for bicycling this autumn. The Grumman Cycle Touring Club will be gathering for Sunday rides on September 26, October 10, and October 24 at 9 a.m. at the Syosset's Friendly store. Also slated for October 10 is a 65-mile cruise around Riverhead and Shelter Island. Cyclists interested in this excursion should arrive at the Riverhead Municipal parking lot no later than 9 a.m. For more info, call Herman Leuther, Ext. (515)3515.

AIKIDO—Sanctioned by the L.I. Aikido Federation to teach this Japanese martial art, the Grumman Aikido Club meets every Monday and Wednesday in the Plant 35 cafeteria at 5:15 p.m. Contact Bob Bauman, Ext. 3886, or Mike Stock, Ext. 84014.

CHES—In the Plant 30 cafeteria every Tuesday evening, the Grumman Chess club meets. Sessions begin at 5 p.m. For additional information, call Pat Charovkine, Ext. 9387.

VOLLEYBALL—Informal get-togethers of volleyball enthusiasts take place every Monday evening beginning October 18, from 5:30 to 8:30 p.m. at the Pine Avenue School in Bethpage. If you wish to participate, get in touch with Tom Wood, Ext. 2377.

Get ready

Attention all artists and photographers! The annual GAA Art and Photo show will be held the week of November 15. More information will appear in PLANE NEWS at a later date.

Sweet victory

It will not go down in the record books as one of the better defensive softball bouts, but the victory was sweet. In a challenge match, the Procurers of F-14 Sub-Contracts whipped the Linesman of F-14 Engineering, 17-15 at the

Plant 1 softball field. The Linesman have requested a rematch. Being big sports, the Procurers decided to give the losers time to regroup after the crushing defeat. The challenge contest will be held next spring.

Clean sweep

Stuart's Sunshine league's "golfer of the year" honors go hands-down to Joe Perniciaro. He not only led his fellow teammates to the league title but was also



Joe Perniciaro

tapped for the league's Most Valuable Player award. Joe won over 85 percent of his individual points against his opponents—the highest winning percentage in the league's history. The MVP golfer also tied for Most Improved Player award, but league officers tapped Bob Luker for the honor. Bob trimmed his handicap from 43 to 25.

Nets tix on sale

The N.Y. Nets, former champs of the now defunct A.B.A., will be playing their rookie season this year on the National Basketball Association courts. The Grumman Athletic Association has arranged for discount Nets tickets—\$7 seats for \$4—for the following games:

Oct. 27—Washington; Nov. 5—

Houston; Nov. 26—Atlanta; Dec. 10—Detroit; December 29—Seattle; March 2—Kansas City; March 20—Philadelphia; and April 1—Indiana.

Tickets are now on sale in the GAA building near Plant 2 for the October 27 game against Washington.

Varsity trials

If you're a basketball player who can assist the Grumman varsity in defending its L.I. Industrial title this season, contact team manager Walter Gleich, Ext. 6304. Tryouts will be held at the Charles Campagne School in Bethpage beginning Tuesday, October 5. Be there ready to play from 5:30 to 8:30 p.m.

Peconic dual

Two weeks before the conclusion of the 1976 Peconic golf league season, two teams neatly wrapped up their respective flight titles. Bob Rieger and Don Bertolo clenched first place in the Blue flight and George Sadecki with teammate Joe Hreachmack sewed up the Gold flight championship. Both twosomes will now vie for the Peconic title.

Green tidbits

There was no doubt in the Masters league who was the golfer of the evening a few weeks ago. Steve Kallman carved the Bethpage Yellow front nine for a 36. He not only carded a one-over-par, but wrote a new low-net in the Masters' book.

Leader of the O.E.&M. golf circuit, Mike Bergin hasn't settled back to ride out the remainder of the season. After Mike's long drive on the 352-yard ninth hole of the Bethpage Blue course, his opponent Oscar Schaefer watched as Mike's wedge shot hit short of the green, rolled up, and disappeared into the cup. Nice way to finish a round of golf, Mike!

GRUMMAN plane news

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